IEPA Log No.: **C-0385-16**
CoE appl. #: **2016-1217**

Public Notice Beginning Date: **November 23, 2016**
Public Notice Ending Date: **December 15, 2016**

Section 401 of the Federal Water Pollution Control Act
Amendments of 1972

Section 401 Water Quality Certification to Discharge into Waters of the State

Public Notice/Fact Sheet Issued By:

Illinois Environmental Protection Agency
Bureau of Water
Division of Water Pollution Control
Permit Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276
217/782-3362

Name and Address of Discharger: Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010 and Illinois Department of Transportation, 819 Depot Avenue Dixon, IL 61021

Discharge Location: Sections 29 and 32, T18N, R1W of the 4th P.M. in Rock Island County near Moline.

Name of Receiving Water: Mississippi River and Unnamed Wetlands.

Project Description: I-74 Bridge over the Mississippi River.

The Illinois Environmental Protection Agency (IEPA) has received an application for a Section 401 water quality certification to discharge into the waters of the state associated with a Section 404 permit application received by the U.S. Army Corps of Engineers. The Public Notice period will begin and end on the dates indicated in the heading of this Public Notice. The last day comments will be received will be on the Public Notice period ending date unless a commenter demonstrating the need for additional time requests an extension to this comment period and the request is granted by the IEPA. Interested persons are invited to submit written comments on the project to the IEPA at the above address. Commenters shall provide their names and addresses along with comments on the certification application. Commenters may include a request for public hearing. The certification and notice number(s) must appear on each comment page.

The attached Fact Sheet provides a description of the project and the antidegradation assessment.

The application, Public Notice/Fact Sheet, comments received, and other documents are available for inspection and may be copied at the IEPA at the address shown above between 9:30 a.m. and 3:30 p.m. Monday through Friday when scheduled by the interested person.

If written comments or requests indicate a significant degree of public interest in the certification application, the IEPA may, at its discretion, hold a public hearing. Public notice will be given 30 days before any public hearing. If a Section 401 water quality certification is issued, response to relevant comments will be provided at the time of the certification. For further information, please call Thaddeus Faught at 217/782-3362.

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Fact Sheet for Antidegradation Assessment
Iowa DOT and Illinois DOT – Mississippi River and Unnamed Wetland – Rock Island County
IEPA Log # C-0385-16
COE # 2016-1217
Contact: Bob Mosher 217/558-2012
November 23, 2016

Iowa DOT and Illinois DOT have proposed replacement of the I-74 bridges spanning the Mississippi River at the Quad Cities. The existing east bound and west bound bridges are structurally deficient and functionally obsolete, and pose a safety and traffic flow problem for the Quad Cities area. The old two lane bridges with no shoulders will be replaced by two three lane bridges with shoulders. One of these bridges will have a bike and pedestrian lane. Impacts to the aquatic environment include the footprints of the 14 sets of bridge piers (1.99 acres) in the river and the construction activities associated with the piers. This includes dredging the river for construction barge access (up to 6.20 acres), temporary coffer dams, temporary slips and supports, etc. No dredged material will be returned to the river. No construction activity will be allowed in Silvan Slough, which is a mussel sanctuary. The only wetland affected by the new bridges is a 0.02 acre shrub-scrub wetland that is small and low quality. The old bridges will be removed after the new bridges are finished and river habitat will return to former pier areas. Mussels will be relocated from affected areas prior to construction.

Impacts after construction include road salt and pollutants associated with vehicles. These are expected to increase due to the larger deck size of the new bridges and the increase in traffic the new bridges will likely bear. Increases will be minimal due to the offset provided by demolition of the existing bridges and implementation of best management maintenance practices.

Identification and Characterization of the Affected Water Body.

According to the draft 2016 Illinois Integrated Water Quality Report and Section 303(d) List, the Mississippi River (segment code M-02) has been assessed by Illinois EPA and is listed as not supporting fish consumption or primary contact uses. The causes given for fish consumption use impairment are mercury and PCBs and the cause of primary contact use impairment is fecal coliform bacteria. Aquatic life, aesthetic quality and public water supply uses are fully supported. The 7Q10 flow of the Mississippi River at this location is 14,030 cfs. This segment of the Mississippi River is not listed as a biologically significant stream in the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System* nor is it given an integrity rating in that document. The Mississippi River at this location is not designated as an enhanced water pursuant to the dissolved oxygen water quality standard.

Identification of Proposed Pollutant Load Increases or Potential Impacts on Uses.

Placement of bridge piers will remove 1.99 acres of aquatic habitat from the river. This will be somewhat offset by the removal of the piers from the old bridges. Dredging will impact up to 6.20 acres if it is necessary to dredge the river to allow access by construction barges. Suspended solids will increase when construction activities and dredging are occurring. Mussels will be removed from affected areas and relocated to suitable habitats nearby. The only wetland impacted is a 0.02 acres shrub-scrub low quality wetland. No mitigation will be required due to the small size and low quality of this wetland. Best management practices will be used during construction to minimize impacts. Post construction impacts include increased use of road salt because of the larger surface area of bridge

deck. Pollutants from vehicles will increase because the traffic over the bridge is expected to increase. This is somewhat offset by the fact that the old bridges will be removed. No permanent impacts on uses are anticipated.

Fate and Effect of Parameters Proposed for Increased Loading.

The increase in suspended solids will be local and temporary. Aquatic life disturbed by the dredging process will return to populate dredged areas in much the same manner as were previously found before dredging. Chloride from road salt increases from the new bridges will not be measurable in the Mississippi River. Likewise, vehicular pollutants will increase only minimally and will not be detectable in the river.

Purpose and Social & Economic Benefits of the Proposed Activity.

The old bridges are structurally deficient and functionally obsolete. The local area will benefit from increased safety of the new bridges and decreased traffic congestion. Jobs will be created during the construction process.

Assessments of Alternatives for Less Increase in Loading or Minimal Environmental Degradation.

Many alternative designs and locations were considered during the planning process. The proposed design and location for the new bridges is considered to be the most environmentally friendly. The new bridges will be further upstream from Sylvan Slough than are the existing. Fewer wetlands will be disturbed by this alignment and location compared to other alternatives.

Any dredging necessary for construction access in the river will be brought back up to pre-construction grade using boulder fill. No dredged material will be returned to the river. Floating silt fences will be employed to minimize the impact on Sylvan Slough. Best management practices will be used to reduce erosion from land-based construction areas. Both Illinois and Iowa DOTs have protocols for implementation of best management practices that will be employed.

Post-construction measures to reduce pollutants include street-sweeping of shoulders, which is not a viable option with the old bridges. Winter operations best management practices will be followed, which include annual training for snow plow operators, use of calibrated salt spreaders, use of liquid anti-icing solution that is applied before the winter storm event and reduces overall salt use and other practices that are designed to minimize salt use.

Summary Comments of the Illinois Department of Natural Resources, Regional Planning Commissions, Zoning Boards or Other Entities

Iowa and Illinois DOTs have worked with representatives of US Fish and Wildlife Service, Iowa Department of Natural Resources, Illinois Department of Natural Resources and other governmental groups regarding the impact of this project on state and federal endangered species since November, 2000. The mussel relocation requirement is a result of these consultations. US Fish and Wildlife Service issued a final Biological Opinion on July 18, 2016 and Illinois Department of Natural Resources terminated consultation with a July 15, 2016 Incidental Take Authorization.

Agency Conclusion.

This preliminary assessment was conducted pursuant to the Illinois Pollution Control Board regulation for Antidegradation found at 35 Ill. Adm. Code 302.105 (antidegradation standard) and was based on the information available to the Agency at the time this assessment was written. We tentatively find that the proposed activity will result in the attainment of water quality standards; that all technically and economically reasonable measures to avoid or minimize the extent of the proposed increase in pollutant loading have been incorporated into the proposed activity; and that this activity will benefit the community at large by providing a safe and modern bridge over the Mississippi River for the local community and the creation of construction jobs. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.